Delhi, Rajasthan and Orissa will not serve any useful purpose because these do not have suburban system.

**Stoppage of Purshottam Express at Bokaro**

25%. SHRI GAYA SINGH :
SHRI JALALUDIN ANSARI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received several public petitions by different social organisations and Government and semi Government organisations, regarding stoppage of up and down Purshottam Express and its running through Bokaro Steel City;

(b) whether there is any proposal undef Government's consideration regarding running of Purshottam Express through Purlia *via* Kot Shita, Bokaro to GonurJn., which is the shortest route in comparison to the existing route;

(c) whether there is any proposal under Government's consideration to raise the reservation quota in Bokaro in all the trains, specially in Purshottam Express from July, 1995; and

(d) if so, what are the details thereof and if not, what are the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) to (d) Some representations have been received for routing Purshottam Express *via* Bokaro Steel City-Kotshila-Purulia, but the same has not been found desirable due to operational constraints including change of traction, reversal, lower speeds etc. which will increase the journey time by about 80 minutes. Due to limited availability of reserved accommodation and full utilisation of quotas at the existing quota holding stations, there is no proposal at present to enhance the reservation quota at Bokaro station by any train.

**Jobs generated by gauge conversion projects**

2597. SHRI S.S. AHLUWALIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that emphasis of Government has been on gauge conversion projects during the current plan period;

(b) whether the gauge convesion projects have been found useful in providing jobs, particularly to the local, unskilled hands, in the respective areas;

(c) if so, the details of additional jobs generated by the projects and the average tenure thereof;

(d) whether Government have taken up gauge conversion projects in Bihar also;

(e) if so, the details thereof, alongwith the details of jobs generated and/ or expected to be generated by it; and

(f) if not, the reasons, therefor?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) Yes, Sir. Gauge conversion is one of the thrust areas.

(c) The direct and indirect employment generated by gauge conversion projects is estimated at 10,000 mandays for each kilometre of conversion.

(d) Yes, Sir.

(e) The information is given below: